

ALEXANDRIA GAZETTE.

SATURDAY EVENING, APRIL 9, 1898.

AN "OLD FOSSIL."—Mrs. Ross Clouser, seventeen years old, whose husband, Dr. Nelson D. Clouser, eighty-five years old, is suing for divorce, has filed a cross-complaint, in which she demands a decree of separation and \$25,000 alimony.

See averts that the doctor urged his suit with the fervor of a young lover, strengthened by a promise that if she would marry him he would deed to her his beautiful home, which he failed to do. The document continues:

"He annotated himself with delightful perfumes, and died his beard and hair, and took drugs to rejuvenate himself so that he made her believe he was an active, vigorous man of fifty-six instead of a decrepit old fossil of eighty-five."

See also alleges that he treated her cruelly, so that her health gave way, and that he burdened her with unjust accusations. An injunction is asked to prevent the doctor from disposing of his property, valued at \$100,000, before the question of alimony is settled.

DYNAMITE EXPLODES.—Thursday night a car of dynamite, which formed part of a freight train on the Montana Central Railroad, exploded just as the train was crossing Dry Forks bridge, near Great Falls, Montana.

The engineer, fireman and brakeman, were killed, the bridge wrecked and ten cars blown into bits. A hole was torn in the earth 50 by 25 feet and five feet deep. Telegraph poles and wires were blown away and communication from Great Falls shut off until to-day. The wreck caught fire and was consumed. It is supposed that the car containing the dynamite was derailed on the bridge and the jolting caused it to explode.

A WHALE.—A whale was seen on Tuesday near Sandy point, about four miles above Gloucester point, Va. On Wednesday between that place and Yorktown, a number of oystermen, on their way to James river, were afraid to cross the ferry until the monster had disappeared. For an hour Thursday he had been sighted about three miles below there. It is impossible to tell the size of the whale, but the people declare that they saw seventy-five feet of his back out of the water several times.

THE MYSTERIES OF GASOLINE.—The proper handling of gasoline stoves and methods of extinguishing fires caused by them formed the subject of a lecture to delegations of policemen and others in Philadelphia recently by J. W. Daniels, of the Standard Oil Company. The latter stated that the popular notion that gasoline is the most inflammable of all liquids is a mistake, and that to take impression is due the great falling off in the sale of gasoline stoves.

In regarding a number of tests Mr. Daniels stated as four facts that gasoline would neither burn nor explode and gasoline gas would neither burn nor explode. He then took a can filled with gasoline and applied a light to it, and called attention to the fact that it burned quietly at the opening of the can with a steady flame. "Gasoline," he said, "will not explode unless the gas will only explode when mixed with a certain proportion of air. There must be six parts of air to one part of gasoline. If there is more gasoline than that it will quickly burn." He then dropped into a can the requisite six parts of air, and on setting fire to it an explosion resulted. With twice that amount the flame burned quietly.

He said the cause of many of the fires where gasoline is used is in the ignorant use of it. The gas from the gasoline, being heavier than the air, gradually sinks to the floor, and when a person is filling the tank of the stove the gas is generated quickly and in large quantities, being, sinking to the level of the flame, becomes ignited. The tank should be removed before filling, or else the gas should be burned at the opening of the tank as the filling is done.

"In putting on a gasoline fire," he said, "do not put water on it, but quietly wait and let the gasoline burn itself out, which it will do in a few minutes."

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The Tourist Sleeping Line

operated by the Southern Railway between Washington and San Francisco without change, via New Orleans, has proven so successful that it has become necessary to make a semi-weekly service, the westbound departure being on Wednesday and Saturday of each week. This sleeper offers sleeping car facilities to persons holding first or second class tickets, the berth rate being only \$7 from Washington to San Francisco. Los Angeles, or Portland, berth being large enough for occupancy by two people, if desired, without extra charge. These sleepers run through Texas, Arizona and New Mexico, and connect with similar cars for Oregon. Information in regard thereto may be had from any Southern Railway ticket agent.

The New York and Florida Limited
The Southern Railway Company announces that the "New York and Florida Limited," which has been operated over that line between New York and St. Augustine, Fla., since January 17, will be discontinued after April 8. The two other daily fast limited trains between New York and Florida points will be continued to be operated as heretofore.

Opening and Closing of the Mails.
Northern mails close at 7:30 and 11:45 a. m. and 1:15, 2:50, 6:50 and 8:30 p. m. Open at 8:00 a. m., 12:00 m. and 5:00 p. m. Southern mail via Charlottesville, close at 7:50 and 10:55 a. m. and 2:15, 4:50 and 8:30 p. m. Open at 8:00 a. m. and 2:30 and 4:30 p. m. Southern mails, via Richmond, close at 10:40 a. m. and 3:13 and 8:30 p. m. Manassas Division mails close at 7:50 a. m. and 3:45 p. m. Open at 8:00 a. m. and 4:00 p. m. Alexandria and Round Hill mails close at 8:40 a. m. and 4:00 p. m. Open at 9:00 a. m. and 3:30 p. m. Chesapeake and Ohio mails close at 2:15 p. m. and 8:30 p. m. Open at 9:00 a. m. and 4:15 p. m. Washington mails close at 7:30 and 11:45 a. m. and 1:15, 2:50, 6:50 and 8:30 p. m. Open at 8:00 a. m., 12:00 m. and 3:00 and 4:30 p. m. Office Hours—Open at 8:00 a. m. Close at 6:00 p. m. Sunday Hours—Open at 9:00 a. m. Close at 9:30 a. m.

Carriers' Schedule—Collections made on inside routes—6:30 and 10:00 a. m. and 3:00 and 5:30 p. m. Full route—6:30 a. m. and 5:30 p. m. Sunday collection 5:00 p. m. Carriers' window open Sunday 9:00 a. m. to 9:30 a. m. Deliveries made 8:00 a. m., 12:00 m., and 5:00 p. m. All mail should be in office ten minutes before hour indicated for closing.

A NEW THING—NO DUST—Will polish your floor and prevent any dust from rising. For sale by E. S. LEADBEATER & SONS.

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LEGAL NOTICES.

VIRGINIA.—In the Clerk's Office of the Corporation Court of the city of Alexandria, on the 17th day of March, 1898.

Sarah Hackney, who sues by her next friend, Ida May Mills, vs. Charles Edward Hackney. In chancery.

Memo: The object of this suit is to obtain a divorce, a decree of divorce from Charles Edward Hackney.

It appearing by an affidavit filed in this cause that the defendant, Charles Edward Hackney, is a non-resident of this State, it is ordered that the said defendant appear here within fifteen days after the due publication of this order and do what is necessary to protect his interests in this suit, and that a copy of this order be forthwith inserted in the Alexandria Gazette, a newspaper published in the city of Alexandria, Va., once a week for four successive weeks, and posted at the front door of the Court House of this city.

A copy—Teste:

JOHN S. BEACH, Clerk.

Gardner L. Booth, p q mar17 law4w

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